That the Canada Southern R. R. are not entitled to do any freight business to or form any local points on the L., P. S. R. R. between London and St. Thomas, but may compete for both passenger and freight business between the Cities of London and St. Thomas

The compensation to be paid by the Canada Southern R R to the Grand Trunk R R., and any matter or thing in dispute in connection with the agreement, shall be settled by arbitration failing an agreement between the Companies. That the privilege of running powers and any other privileges under the agreement are guaranteed to the Canada Southern R. R during the period which remains of the present lease of the London & Port Stanley R R. and during such further period for which the Grand Trunk R R. may procure a renewal of the present, or a new lease of the L. & P. S. R. R., not exceeding in the whole twenty years from the present date.

2. The terms of the agreement between the Canada Southern R R. and the London and South-eastern R. R. provide:

That the London & S E. R. R. will forthwith acquire an absolute title to certain parcels of land within the city of London required for the terminals of the Canada Southern Railway, and also the privilege to run along the north side of Bathurst street from Burwell to Wellington streets, and across Burwell, Colborne, Waterloo and Wellington streets in the city of London, form the point of divergence on the London & Port Stanley R R. to the terminals aforesaid in accordance with the By-law passed in connection therewith.

That the London & South-eastern R R will execute and deliver to the Canada Southern R R. a least of all of said lands and privileges for a term of years equal to the period which the Canada Southern R. R shall have running powers over the London & Port Stanley R. R

That the Canada Southern shall pay an annual rental of $3,000 and taxes and the premium on $10,000 of insurance and keep the buildings in repair.

That the Canada Southern shall lay at their own expense all necessary tracks, ties irons and sidings sufficient and adequate for the use and operation of the same as terminal stations, and will use and operate the same so long a they shall have running powers over the London & Port Stanley R. R

That the Canada Southern R. R. shall within six years from the date of the agreement have the privilege of purchasing the land and buildings used for the terminal facilities at a sum not exceeding the cost thereof.

That the Canada Southern R. R. shall make such arrangements as to train service as shall best accommodate the public in the business of the transportation of freight and passengers.

3. The agreement between the City of London and the London & South-eastern R. R., which is requisite under the provisions of the By-law (said By-law being now advertised in the daily papers), provide as conditional upon the payment of the $75,000 to the London & South-eastern R. R.: -

That the London & South-eastern R. R. shall give security to the satisfaction of the City Solicitor upon the property to be acquired for terminals;

For the payment of the sum of $75,000 or the conveyance of the lands purchased and the buildings erected thereon within twenty years from the date of agreement;

For the payment of the sum of $3,000 per annum as rental (less expenses not to exceed $40);

For the payment of taxes upon the property and insurance upon the buildings.

The following particulars of the City of London's interest and control of the London & Port Stanley R. R will be of interest to the ratepayers in connection with the question of running powers:—

First mortgage bonds—City of London..	$327 6
City of St. Thomas	38,2
Payable 31st Aug., 1892, with 6 per cent. interest......	$365,94
2nd mortgage bonds—City of London....	$164 4
Payable 31st Aug., 1892, with 6 per cent. interest.	
3rd mortgage bonds—City of London....	139,3
City of St. Thomas................	10,6
	$149,9
Payable 31st Aug., '92, with 6 per cent. interest.	
Total amount of stock issued	$441,8
Stock originally taken by London........	200,0
Got as settlement with County..........	20,0
	$220,0
Of this the City sold on 6th Jan., '72	$ 70,0
Leaving owned by the City......	150,0

Above $150,000, which is more than 1 1-3 of the whole.

Section 10 of the Act. 45 Vic., Cap 53, provides that no more stock is to be issued or allotted until mortgage bonds are paid with interest

Section 11 and 12 of the same Act provides that no Union Junction or amalgamation of the Company with any other company and no sale to any other Railway Company, no lease or traffic arrangements shall be made without the consent of the shareholders representing at least 2 3rds of the subscribed capital stock of the Company.

It will be seen from the above that as the mortgage bonds of the road mature 31st August, 1892, the disposal of the road after the latter date is practically within the control of the City of London

Having placed the above statement of facts before the electors, the Joint Railway Committee desire earnestly to impress upon the ratepayers the importance of carrying the By-law for the following and other reasons: -

It will provide an independent connection with the Vanderbilt system of railways.

It would increase the value of the city's interest in the London & Port Stanley R R., in which the city holds stock and bonds to the amount of $781,378.

It entirely obviates the necessity of the payment of the bonus of $75 000 voted to the London & South-eastern R.R. for the purpose of building a separate connection with the Canada Southern R.R.

As the bonus of $75,000 requires only $3,75 per annum for interest during the currency of the debentures, and as $3,000 per annum (less expenses) is guaranteed as a rental, the cost to the ratepayers will be purely nominal.

It secures the spending of $75,000 within the ty limits, and leaves the land and building. e property of the city.

The agreements in regard to the whole atter are so manifestly in the interests of the y that the Joint Committee confidently ask hearty support of the electors at the polls Monday next to assist in carrying the By-laws To be signed by the Mayor and members on e Board of Aldermen and Railway Committee the Board of Trade.

A by-law to authorize the City of Lon- n Trust for a nominal consideration to onvey to the West Ontario Pacific Rail- y Company a certain portion of the old xhibition Grounds, as provided accord- g to the by-law passed by the ratepayers, as read a first, second and third time and ally passed.

A by-law was passed to confirm the es- blishment of a weigh scales in No 5 ard and the appointment of Henry hilds as weigh clerk thereof.

A By-law was passed to provide for the onstruction of a sewer on Clarence street, etween Horton and Bathurst streets.

COMMUNICATIONS WERE READ

From F. Westlake and Mrs Parker— r remission of fine imposed at the Police ourt. Granted.

From Mrs. McNeil Re janitor's fee on oting for by-law No 1.

From Mrs James Rogers, John E. vasn, Mrs. Garretty, Annie Stansfield, ne Adams, D. Macmillan, Ellen Kin- de, T. S & W. Murray, T. Partridge, J Reid *et al*, W. D. Buckle, W. H. anborn, H C. Green, Mrs. Kingsman, Tapp, Margaret Ratcliffe, Matilda llen, Jane Loyd Re taxes. No. 1.

From Chauncey Merrill, W Brown, T. ichards, G. W. Marsh, Mrs. Swallow, Lilley, P. Birtwistle, H G. Abbott, re ssessment. Court of Revision.

From W. E Hiscott An account of $37 for a band concert in Victoria Park last September by the Seventh Fusiliers' band. Ordered to be paid

From several ratepayers—For a gas lamp on Quebec street. No 3

From Inspector Boyle—Asking that a grant of $25 be made to the London Teachers' Institute, as required by the Act. No. 1. with power.

Messrs Van Iddlestine and Trick were heard in support of a petition asking to have Monday, January 3rd, declared a civic holiday instead of Saturday, 1st prox, on behalf of the Trades and Labor Council.

On motion, His Worship was instructed to proclaim Monday, January 3rd, as a public holiday.

Mr. William Weld, publisher of the *Farmers' Advocate*, addressed the Council, offering if a cut was prepared of the trout floating in the water to publish the same free of charge, and circulate a large number of copies containing this and an article descriptive of London He believed that this would be of great advantage in bringing the purity of the city water before the public.

Moved by Ald. Dawson, seconded by Ald Boyd, that the *Farmers' Advocate* as a fearless outspoken advocate for the interests of the agricultural classes of this country has proved itself worthy of support, and as a Council we can heartily recommend it to the public. It has always avoided political and sectarian strife, and its immense circulation is the best guarantee of its usefulness and independence Carried.

Ald. Davis moved, seconded by Ald. Bartlett, that Mr. Weld be permitted to have the proposed cut prepared, the cost not to exceed $75. Carried and referred to No. 1 Committee.

Adjourned.